

**Amendments to the Specification:**

Please amend the specification as follows:

**Please replace paragraph starting at page 1, line 1, with the following rewritten paragraph:**

UNIFORM UNIVERSAL COUPLING WITH AN AIR BLEEDING PASSAGE THAT PROVIDES COMMUNICATION BETWEEN THE INSIDE AND OUTSIDE OF A BOOT

**Please replace paragraph starting at page 1, line 5, with the following rewritten paragraph:**

The present invention relates in general to ~~uniform couplings~~ universal couplings, such as a coupling applied to a propeller shaft and the like, for wheeled motor vehicles, and more particularly to the ~~uniform couplings~~ universal couplings of a type that can be easily assembled without inducing undesirable blocking of an air bleeding passage that provides a fluid communication between the inside of the coupling and the outside of the same.

**Please replace paragraph starting at page 1, line 13, with the following rewritten paragraph:**

In order to clarify the task of the present invention, one known ~~uniform coupling~~ universal coupling will be briefly described in the following, which is disclosed in Japanese Utility Model Provisional Publication (Jikkaisho) 61-117921.

**Please replace paragraph starting at page 1, line 17, with the following rewritten paragraph:**

The ~~uniform coupling~~ universal coupling of the publication generally comprises a torque transmitting unit through which two shafts are connected. A boot extends between the two shafts while covering the torque transmitting unit. For connection with the shafts, each axial end of the boot has a connecting mouth. The interior of the boot is filled with a grease for lubricating elements of the torque transmitting unit.

**Please replace paragraph starting at page 1, line 33, continuing onto page 2, with the following rewritten paragraph:**

However, in the ~~uniform coupling~~ universal coupling of the above-mentioned publication, it is difficult or at least troublesome to assemble the coupling without inducing blocking of the air bleeding passage. That is, under assembling of the coupling, it tends to occur that the boot cover is deformed toward the connecting mouth of the boot. If the boot cover is brought into contact with the connecting mouth of the boot, the air bleeding passage is blocked and thus the pressure releasing function of the passage becomes poor.

**Please replace paragraph starting at page 2, line 9, with the following rewritten paragraph:**

It is therefore an object of the present invention to provide a ~~uniform coupling~~ universal coupling which is free of the above-mentioned drawback.

**Please replace paragraph starting at page 2, line 12, with the following rewritten paragraph:**

That is, according to the present invention, there is provided a ~~uniform coupling~~ universal coupling which can be easily assembled without inducing an undesirable blocking of an air bleeding passage that provides fluid communication between the interior of the coupling and the outside of the same.

**Please replace paragraph starting at page 2, line 18, continuing onto page 3, with the following rewritten paragraph:**

According to a first aspect of the present invention, there is provided a ~~uniform coupling~~ universal coupling which comprises a torque transmitting unit; first and second shafts that are connected through the torque transmitting unit; a boot covering the torque transmitting unit and having a first end connected to the first shaft and a second end connected to the second shaft, the second end being formed into a cylindrical wall that is tightly disposed on a cylindrical portion of the second shaft and has an axially leading end; a boot cover disposed on the cylindrical portion of the second shaft to cover the cylindrical wall

leaving an annular space therebetween, the boot cover having an inside end surface that contacts the axially leading end of the cylindrical wall; and an air bleeding passage that communicates the inside of the boot with the outside of the same, the air bleeding passage including a first passage that is at least one groove formed in an inner surface of the cylindrical wall and a second passage that is defined between the axially leading end of the cylindrical wall and the inside end surface of the boot cover.

**Please replace paragraph starting at page 3, line 3, with the following rewritten paragraph:**

According to a second aspect of the present invention, there is provided a ~~uniform coupling~~ universal coupling which comprises a torque transmitting unit; first and second shafts that are connected through the torque transmitting unit; an elastic boot covering the torque transmitting unit and having a first end connected to the first shaft and a second end connected to the second shaft, the second end being formed into a cylindrical wall that is tightly disposed on a cylindrical portion of the second shaft and has an axially leading end; an elastic boot cover disposed on the cylindrical portion of the second shaft to cover the cylindrical wall leaving an annular space therebetween, the boot cover having an inside end surface that contacts the axially leading end of the cylindrical wall; and an air bleeding passage that communicates the inside of the boot with the outside of the same, the air bleeding passage including at least one axially extending groove formed in an inner surface of the cylindrical wall and at least one radially extending groove formed in the axially leading end of the cylindrical wall.

**Please replace paragraph starting at page 3, line 21, continuing onto page 4, with the following rewritten paragraph:**

According to a third aspect of the present invention, there is provided a ~~uniform coupling~~ universal coupling which comprises a torque transmitting unit; first and second shafts that are connected through the torque transmitting unit; an elastic boot covering the torque transmitting unit and having a first end connected to the first shaft and a second end connected to the second shaft, the second end being formed into a cylindrical wall that is

tightly disposed on a cylindrical portion of the second shaft and has an axially leading end; an elastic boot cover disposed on the cylindrical portion of the second shaft to cover the cylindrical wall leaving an annular space therebetween, the boot cover having an inside end surface that contacts the axially leading end of the cylindrical wall; and an air bleeding passage that communicates the inside of the boot with the outside of the same, the air bleeding passage including at least one axially extending groove that is formed in an inner surface of the cylindrical wall and a clearance that is defined between the axially leading end and the inside end surface, the inside end surface being formed with projections that contact the axially leading end to provide the clearance.

**Please replace paragraph starting at page 4, line 12, with the following rewritten paragraph:**

Fig. 1 is a sectional view of an essential portion of a ~~uniform-coupling~~ universal coupling, which is a first embodiment of the present invention.

**Please replace paragraph starting at page 4, line 19, with the following rewritten paragraph:**

Fig. 4 is a perspective view of an essential portion of the ~~uniform-coupling~~ universal coupling of the first embodiment.

**Please replace paragraph starting at page 4, line 21, with the following rewritten paragraph:**

Fig. 5 is a sectional view of an essential portion of the ~~uniform-coupling~~ universal coupling of the first embodiment in process of assembly.

**Please replace paragraph starting at page 5, line 7, with the following rewritten paragraph:**

Referring to Figs. 1 to 5, there is shown a ~~uniform-coupling~~ universal coupling 100 which is a first embodiment of the present invention. It is to be noted that ~~uniform-coupling~~

universal coupling 100 shown in the drawings is of a type particularly used for a propeller shaft of a wheeled motor vehicle.

**Please replace paragraph starting at page 4, line 12, with the following rewritten paragraph:**

In Fig. 2, there is shown a propeller shaft 1 to which ~~uniform coupling~~ universal coupling 100 of the first embodiment is practically applied.

**Please replace paragraph starting at page 5, line 15, with the following rewritten paragraph:**

Propeller shaft 1 shown comprises a drive shaft (or first shaft) 2 that is connected to an output shaft of a transmission (not shown), a driven shaft (or second shaft) 3 that is connected to drive road wheels (not shown) through a differential (not shown), and the ~~uniform coupling~~ universal coupling 100 through which the drive and driven shafts 2 and 3 are connected. Denoted by numeral 5 is a center bearing through which an inward end of drive shaft 2 is rotatably supported by a vehicle body (not shown).

**Please replace paragraph starting at page 5, line 23, with the following rewritten paragraph:**

As is seen from Fig. 1, drive shaft 2 is integrally formed at a right end thereof with a tubular portion 6 that forms an outer race of ~~uniform coupling~~ universal coupling 100. Driven shaft 3 is integrally formed at a left end with a cylindrical stub portion 7 that is concentrically received in tubular portion 6 of drive shaft 2 as shown.

**Please replace paragraph starting at page 5, line 29, continuing onto page 6, with the following rewritten paragraph:**

~~Uniform coupling~~ universal coupling 100 comprises the outer race that is provided by tubular portion 6, an annular inner race 12 that is provided on a left end of cylindrical stub portion 7, a plurality of torque transmission balls 13 that are rotatably disposed between inner race 12 and the outer race (viz., an inner wall of tubular portion 6), and an annular cage 14

that rotatably holds the balls 13. With this arrangement, tubular portion 6 and stub portion 7 are connected allowing mutual slanting movement therebetween, like a universal joint. That is, outer race 6, inner race 12, balls 13 and annular cage 14 constitute a torque transmitting unit.

**Please replace paragraph starting at page 7, line 27, with the following rewritten paragraph:**

Thus, upon assembly of ~~uniform coupling~~ universal coupling 100, there is produced the air bleeding passage "ABP" that includes the axially extending parallel grooves 15, the radially extending grooves 16, the given annular space "S" and the grooves 18. Through the air bleeding passage "ABP" thus produced, an increased pressure produced in tubular portion 6 in which the essential elements 12, 13 and 14 are installed can be released to the open air.

**Please replace paragraph starting at page 8, line 19, with the following rewritten paragraph:**

Referring to Figs. 6 to 9, there is shown a ~~uniform coupling~~ universal coupling 200 which is a second embodiment of the present invention.

**Please replace paragraph starting at page 9, line 28, with the following rewritten paragraph:**

Although the foregoing description is directed ~~uniform coupling~~ universal coupling 100 and 200 that are applied the propeller shaft 1, the member to which the coupling of the invention is applied may be any shaft other than propeller shaft 1.